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Special arrangements for a long stay.
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SHOT. From No. 10 to SSSG. at \$3.37 and
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Every Comfort
Ladies' Afternoon Tea Rooms
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CHARMING MODERATE, AND NO EXTRAS.
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Ladies' Afternoon Tea-Rooms,
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Hot and Cold Water throughout.
Electrically Lighted Electric Fans (if
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Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the
MANAGER.
Hongkong, 24th July, 1905. a1704

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ELECTRIC LIGHT, Hot and Cold Water
throughout, Billiards, Tennis, Croquet,
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Fine View of the Harbour; Terms moderate.
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Under the Personal Superintendence of
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Hongkong, 1st June, 1907.

[a1017]

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THE MOST POPULAR WINE.

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BRUT (Cordon Rouge).

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Hongkong, 1st June, 1907.

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Containing all the Chinese Holidays
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A. S. WATSON & CO., LIMITED,

ALEXANDRA BUILDINGS

Hongkong, 12th December, 1907.

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NOTICE TO CORRESPONDENTS.

Only communications relating to the news columns should be addressed to The Editor.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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P.O. Box, 34. Telephone No. 12.

BIRTH.

On December 9th, at Swatow, the wife of A. MAC GREGOR, twin daughters. [1901]

DEATH.

On November 30th, at Cape Cam Light Station, EMIL FRANZ SCHMITT, 2nd Lightkeeper B., aged 33 years. [1906]

HONGKONG OFFICE: 10A, DES VIEUX ROAD C
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

Hongkong, DECEMBER 12TH, 1907.

The justificatory excuse for a good deal of national expansion or colony grabbing has been that the centres of civilization are becoming overcrowded. The alternatives for an over populated country are said to be Malthusianism or colonization. RICHARD WHITING, the John the Baptist of the saner sort of socialism, has just published, through GEO. BELL & SONS of London, a remarkable book called "All Moonshine," in which his "astral" body explores this "over-peopled sphere" to some purpose.

Alarmed by a newspaper scare-head, he wonders "how soon would the last new baby squeeze the first old inhabitant off our orb into infinite space." He is relieved to read, while going further into the subject, that "at four persons to the square yard, the entire population of the globe, standing shoulder to shoulder, could find room to spare in the Isle of Wight." If every living human being in the whole world could move about comfortably in that mere dot of a speck of land, what could they not do in the verdant valleys and prairies of the continents, if properly distributed? Why be overcrowded? Why kill each other to make room? The calculations were as correct as they were startling, however. The Isle of Wight has

93,905 acres of solid standing ground. At 4,840 square yards to the acre this works out at 454,500,200 square yards, to accommodate with comfortable standing room at four to the square yard—and "the military measure for soldiers crossing bridges in close marching order is one to the square foot," or nine to the square yard—no less than eighteen hundred and eighteen millions of people. In 1888 the population of the globe was put at a trifle under fifteen hundred millions. An increase of three hundred millions is hardly possible in that time, but assume it, and there is the possibility of the Isle of Wight as calculated. This "indictment of the scheme of things was too severe" for Mr. WHITING.

"It would have been strange enough if a whole country of the larger sort—Spain, or France, or Austria, even the huge belt of fertility in the United States—had served to give standing-room to a race of man that could not manage to live in comfort on the entire surface of the planet. But an island that was at best but a geological afterthought! The implications were too frightful in regard to the safety of mankind."

There was no getting out of it, though. The figures stood, and stand. Think of the tens of thousands of habitable and fertile acres to spare. Picture the peoples marshalled into that fragment of an English county, and then "all the huge mileage of depopulated Europe, of mighty Asia, of the Americas, oh, the oppression of thought of giant Africa, with the isles, hundreds of them bigger than the rendezvous, lying ready to give them harbourage, and as one might have hoped, provoquer, under sun or stars. Such a handful is this unfriendly, unlovable population of the world; such an unspeakably poor provider is Mother Nature who has them all to board."

Mr. WHITING thinks of all that, and makes due allowance for the wide inhospitable areas of the world. Still, with all that, there is the huge balance of the earth fair and beautiful, "limitless for all present and reasonably prospective needs of man."

Then why wars? Mr. WHITING slept, and had a vision. All the peoples of the world, every mother's son and daughter of them, did assemble in the Isle of Wight, in their "astral" forms. The ninety millions of United States Americans were comfortably standing in very small corner, yet with all their nearly four millions of square miles at home they seem afraid of being crowded out by a few thousand Asiatics!

Leaving the astral population of the world for an hour or two, massed in the Isle of Wight, Mr. WHITING takes a flight round the world to see how their physical counterparts are doing. He saw the great stretches of space where there seemed no sign of human occupation, a huge incalculable mileage of fertile land where next to nothing pastured or grew, "like a world waiting to begin in human life, and this even in the most thickly peopled parts." Europe measures close on four million miles, "and yet all this almost unimaginable harbourage of human kind cannot give three square miles a day to a population therefore used to fold with the greatest ease in a corner of the Isle of Wight." Russia was even then sending the hat round for famine-stricken populations. Who, he asks, will audit the accounts of the bounteous earth? He looked at the undeveloped miles of prolific Manchuria, and marvelled that Russia should fight for more. China alone seemed sufficient for its own millions, more than sufficient. Doubtless the Chinese saw the foolishness of wars of expansion as Mr. WHITING sees it, hence their contempt of soldiering. After witnessing the grisly horrors of the fighting round Port Arthur, and sparing his readers none of them—a salutary shock, no doubt, but they can always shut their eyes—he returns to the ghostly crowds still waiting on the Isle of Wight. They too, had got the war fever! They had not kept to their formations, four to the yard, all comfortable and by no means inconvenient by alien elbows. The sovereigns began the movement that made trouble, and the silly example was soon followed.

One British middle-class, the bulwark of the State, had shown peculiar ingenuity by inventing a new way of measuring the space at their disposal. Why not, they argued, let it lie down—that is to say, by stretching themselves full length on the ground, instead of standing like their humbler fellow-creatures? It was inexcusable, for our entire population, a mere handful of forty millions odd, were most comfortably settled in space as large as a metropolitan borough, and wanted nothing but the quiet mind to be as happy as the day was long. The better sort lay down accordingly, and this, of course, led them to encroach still more on the standing room assigned to their weaker brethren, and to press these unfortunate persons as close as berries in a barrel. The latter protested with cries of "Fair play," and a few of them in their desperation went so far as to offer resistance. Their oppressors, however, not content with lying down, now began to kick, and they were not long in making miniature clearances about them which corresponded in some degree to the parks, game forests and other domains of luxuriant settlement which their originals enjoyed on the mainland. It was positively heartbreaking to see the poor creatures who had lost in the scramble shut up in their ever-narrowing prison houses, and before the Indian constable could reach them both men, who were heedless of their surroundings, went over the Praya into the harbour. The constable followed, lashed both and hastened them to the Central Station where they appeared before Mr. F. A. Hasland, on a charge of fighting. Each man was fined \$3 or seven days.

It was damp and chilly in the Police Court yesterday morning, and two native visitors who stood in the dock, and the Indian constable who guarded them showed plainly that they were anxious for a speedy settlement of the case. The defendants quarrelled on the water front, and before the Indian constable could reach them both men, who were heedless of their surroundings, went over the Praya into the harbour. The constable followed, lashed both and hastened them to the Central Station where they appeared before Mr. F. A. Hasland, on a charge of fighting. Each man was fined \$3 or seven days.

The ex-Mayor of Poole (Alderman George Curtis), who is eighty-five years old, has informed the local town council that he had received several invitations to write his reminiscences, and the editor of one London paper had offered to send down a shorthand writer for a fortnight if he would give him one hour a day. Mr. Curtis who was re-elected an alderman, said he felt comparatively young yet, and he regarded 120 years as the proper age to live.

Declaring that she was a graduate of Vassar, and temporarily in distress, a girl was engaged as a cook by a family in Coffeyville, Kansas, says the "New York American." After serving the dinner she went to her room, and disappeared in her kitchen dress to clean the dishes. Her engagement at no cook lasted only three days, as she took so long to dress for meals that she never got all the dishes cleaned.

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dozen to the square yard. Their victorious assailants meanwhile having got what they wanted, immediately resumed the standing posture, and passed a short ordinance to the effect that no one was to take things lying down any more."

So that was the answer to the question, Why war? How war was averted, in this dream, how it is to be averted in reality, is another story, though it is all unfolded in this fascinating abstract of moonshines. We have quoted quite enough for our readers to think about and ponder over. It is worth that at least. It may not be profitable to many of us, but it can do no harm. If this planet's surface is really "virtually uninhabited," and we know it is—if it has boundless possibilities for the support of all its human life, and we know it has—is war really necessary, as we have been supposing? If not, is it foolish even to dream of what Mr. WHITING calls the "simple duty of restraint, without unnecessary violence, of any clan, province, state, or empire, venturing to take any quarrel whatever into its own hands, or refusing to submit any difference to the arbitrament of an uncogous humanity?"

The total number of troops brought by the transport "Sicilia" was 589. There were besides 31 women and 43 children. The "Sicilia's" crew is composed of 100 Europeans and 92 natives.

An Association practice match will be played this afternoon on the Hongkong Football Club ground. Kick-off at 5.15 p.m. All members wishing to play are requested to be on the ground in good time.

This evening at the Union Church Literary Club, Mr. J. Dyer Ball will deliver a lecture entitled "Mountain, Plain, and Pasture—then and now," being a description of the change that has taken place in the history of China during the last 50 years.

A naval and military missionary festival was held at St. John's Cathedral last night, and attracted a good attendance of the boys in blue and khaki. These, in the course of the service, were told of the work of missions, and listened attentively to the earnest sermon of His Lordship Bishop Lander.

The return of visitors to the City Hall Library and Museum for the week ending the 8th December, 1907, shows that of non-Chinese there were 156 to the Library and 212 to the Museum; and of Chinese 286 to the former and 11,559 to the latter. The Library was therefore used by 4,184 tons, built in 1902, and owned by the Adam Steamship Company. She is valued at \$23,600.

A cablegram from New York reports an outbreak of fire in the steamer "Aberlour," which arrived there on November 6th from China. The fire was got under control, but the damage not estimated. The "Aberlour" is a vessel of 4,184 tons, built in 1902, and owned by the Adam Steamship Company. She is valued at \$23,600.

A long-robed native from Canton entered a jeweller's shop on Tuesday, and while the fokis were busy, snatched 24 earrings from a shelf and made off. He was followed by one of the shop assistants, captured and handed over to the police. At the Police Court yesterday Mr. H. J. Gomperts sentenced him to 21 days' hard labour and six hours' stocks.

Secret experiments of great interest are being conducted in Lorient Bay with a new 25-in. luminous shell which is likely to prove a valuable asset in time of war. The new shell, which is the invention of a French naval officer, throws out a ray of white light when it strikes. During a night attack it will indicate the range of the enemy without exposing the firing warships to view by means of their searchlights.

Our London telegram published under the heading of "War Office Activity" yesterday morning was evidently spoiled by a *lapse de la raison* on the part of the despatcher. Suspecting some connection with the trouble in the Fifth Lancers, we consulted the Army List, but of course found no Lieutenant Woods. It should have been Major Woods, whose compulsory retirement we had already reported.

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Eva Longbottom, a blind girl of fifteen living at Bristol, has a natural talent for music, and has won several prizes for singing in competitions. Recently she composed an ode in honour of the King's birthday, and forwarded it to his Majesty. She has received the following reply from Sandringham:—"Sir Arthur David is commanded by the King to thank Miss Eva Longbottom for her congratulations and good wishes, written in Braille, on the occasion of his birthday, and also to thank her for her photograph, which his Majesty has been pleased to accept."

America is now second in order of warship tonnage among the Powers of the world. The figures given by the U.S. Navy Department, eliminating all vessels more than twenty years old, are as follow:

Great Britain 1,633,116 Japan 874,701
United States 611,516 Russia 232,943
France 607,679 Italy 207,623
Germany 529,032 Austria 113,255

The herald points out that on June 1st America held the third place, with 570,772 tons, and France second, with 603,955 tons.

The "Express" correspondent at Lisbon says on Nov. 12:—"Several Portuguese crack regiments stationed in the province, whose fidelity to the Crown is beyond question, have received orders to hold themselves in readiness for any immediate transfer. The Government hopes thus to be in a position to cope with any outbreak on the part of the Republicans, who have declared that they intend to resort to violent measures in an effort to overthrow the Monarchy, owing to the continuance of the Government without Parliament. Spies are being employed to watch the movements of the principal revolutionaries, many of whom are army officers. The Government fear a serious defection of troops in the event of a manifesto to the army being issued by the Republican Executive."

Baron Campbell von Laurans, who was among those in waiting for the Kaiser at Windsor, has had the "Chronicle" says, a very remarkable history. A cadet of the Argyllshire house of Craignish—which the tourist may see on his way from the Kyle of Bute to Oban—he joined the Prussian army in the time of the old Kaiser as an infantry volunteer, and then exchanged as ensign into the Bismarck Cuirassiers just in time to take part in the war with France. In the charge of Bredow's heavy brigade at Marne-Tour, young Campbell captured a French eagle in a hand to hand encounter—the only French standard captured during the war. Ultimately Rittmeister Campbell was appointed personal aide-de-camp to the late Duke Ernest of Sachsen-Coburg, by whom he was ennobled, and on the occasion of the present Kaiser retired from the Prussian army, married an English wife and settled at Windsor.

A financial paper remarks:—"A good deal of British money has been sunk in recent years over the construction of railway in China, and the results obtained have been most satisfactory. Considerable interest therefore attaches to the announcement that the concessions for the Tsin-Tung-Yang and Soochow-Ningpo railways are on the point of being sanctioned. The preliminary concessions for these two lines are the remaining ones in the group of preliminary concessions granted by the Chinese Government some five or six years ago, as the others had either been acted upon or had fallen to the ground. The Tsin-Tung concession represents an amalgamation of British and German interests, in which the Germans hold a two thirds interest, but the Soochow line is wholly British, being merely branch road running off the British-built Shanghai-Nanking Railway. A good deal of capital will have to be raised when the concessions are developed, but no loans will be raised for some time, as the concessionaires have great latitude in this respect. When money becomes cheaper, as it must later on, the market will welcome the raising of the capital required for these lines."

DEATH OF MR. MAC GREGOR-SMITH.

Mr. W. Macgregor-Smith, a pioneer of the East, died at the Hospital on Monday. The deceased gentleman, who was 74 years of age, has been a resident of the Colony since 1866. His connection with the East, however, dates from an earlier period, prior to settling down in

SUPREME COURT.

Wednesday, December 11th.

IN APPELLATE JURISDICTION.

BEFORE THE FULL COURT.

APPEAL AGAINST A MAGISTRATE'S DECISION.
An application came before the Court for re-hearing of charges preferred against Yeung Chuk-po, Ng T'an and Ho Tak. The appellants were charged before Mr. E. R. Hallifax, resident magistrate at Tai Po, with the larceny of six boxes of blasting gelatine, the property of the Kowloon-Canton Railway. There were also two other charges against them, and on the evidence taken before him the magistrate sentenced each of the defendants to terms of three months, one month, and four months imprisonment.

The appellants in the case were called, but only one was present.

Hon. Mr. W. Rees Davies, Attorney-General, stated that he was instructed two of the three appellants had absconded. The absconders were the first and third, who had entered into recognizances in the sum of \$750 each. The defendant who appeared had entered into a recognizance in the sum of \$500.

The Puisne Judge—One man is in jail, isn't he?

The Attorney-General—No, both have left the Colony. I will ask your Lordships to dismiss the appeal.

The Puisne Judge—Perhaps this man wants to go on.

The Attorney-General—I understand he wishes to surrender.

The second appellant said he did not wish to proceed with the appeal. He could not get a lawyer, as he has no money.

The Attorney-General—I understand, my Lord, he is prepared to take his sentence.

The Chief Justice—That has nothing to do with us; so far as we are concerned the appeal is dismissed.

The Attorney-General—I would ask your Lordships to confirm the Magistrate's conviction, and to issue a warrant for the arrest of the first and third defendants, and to extreat their recognizances.

The Chief Justice—I don't know whether we can issue a warrant.

The Attorney-General—A bench warrant.

The Chief Justice—I think you can take your own course.

The Attorney-General—Your Lordships will order the recognizances to be extreated?

The Chief Justice—Yes.

The Attorney-General—With regard to the recognition of this man, who appears on \$500, strictly speaking he should forfeit it by not prosecuting the appeal, but I think it will be perfectly just and fair if the amount is paid back to his surety.

The Court agreed, and dismissed the appeal with costs.

COURT AND GOVERNOR.

The Attorney-General, who was instructed by Mr. F. B. L. Bowley, Crown Solicitor, renewed his ex parte application for leave to appeal from the decision of Mr. H. J. Gompertz, Acting Puisne Judge, which was delivered on November 26th in the summary action between Ip Tsung-an and Kwong Tse-king. The application was made on the ground that the judgment was erroneous in point of law and fact in finding that the sale of the junk was a sale of goods in market overt within the meaning of the Sale of Goods Ordinance, 1898.

The Attorney-General—I have been unable in this case to discover any direct precedent on the subject, but I should like to ask your Lordships in the first place whether you are of opinion that the Court has power to take cognizance of the Attorney-General's *locum tenens* in the Court. This case is different. I will put it this way. The Government intervenes on behalf of a foreign subject who seeks to obtain a remedy for a grievance committed on the high seas, and in respect of which this Government is interested in the public welfare.

The Puisne Judge—Do you mean to say that you want us to find for the plaintiff; to upset the decision in order to indemnify the plaintiff for having his junk pirated?

The Chief Justice—I don't see how the piracy comes into the question at all.

The Puisne Judge—It does not. It is outside the question altogether.

The Chief Justice—It is a question of law Is this place a market overt?

The Attorney-General—It is a question of law arising out of important facts.

The Chief Justice—The proposition you put forward just now was that the Government might intervene on behalf of a foreign subject; would you exclude that right on behalf of a British subject?

The Attorney-General—No, my Lord, but it makes the position a more important one.

The Chief Justice—I would introduce grave difficulty and prejudice to the public if the Government might arbitrarily take up any case in which private parties are concerned. It would be an interference with the administration of justice which, I think, is certainly a question of public order.

The Attorney-General—The question as to the position here of the Attorney-General may be one of some difficulty if limited to the sense that he can only appear on behalf of the Crown. In an action pending—pleadings have already been filed—the third party is the Building Authority and defendant. He is sued as the Hon. Mr. William Chatham, Building Authority. I have myself drafted the defense.

The Chief Justice—As Attorney-General.

The Attorney-General—That Ordinance was passed in 1871, a time when the Attorney-General had the right of private practice.

The Attorney-General—It is a question for the Governor and not for the Court. The Governor might say the Attorney-General should appear for A or B, or he might not.

The Chief Justice—if you put it in that way we should first have to see the document emanating from the Governor, and then question the Governor's right to grant you permission to appear in a private suit.

The Attorney-General—The Attorney-General would not appear for the Government unless he acted on the instructions of the Government. The point might be raised by any of the parties concerned on the appeal, but it is not a question which should arise from the Court on its own initiative.

The Chief Justice—The position might be this: Suppose we gave you leave to appeal and the other side took the point. The appeal would be dismissed, but how about the costs?

The Attorney-General—That might be, or it might not. The fact of your Lordships taking the objection in the first place would certainly instigate the parties concerned to raise that objection. I may state at once, as I said on the last hearing, that the case was taken up by the Government in the public interest. I should like, if I may, just to state

my position in the matter. It is true the plaintiff is the nominal appellant, but I submit there is nothing to prevent the Attorney-General appearing on the instructions of the Government. What constitutes the case of public interest? The junk in respect of which the appeal was brought was pirated and plundered on the high seas off the coast of China, and was brought to Hongkong and sold here. It belonged to a Chinese subject, and the fact of the owner being a native of China and not of the Colony, is a reason for the friendly intervention of the neighbouring country. The circumstances of the case may constitute a premium on piracy. The goods of a Chinese subject have been made the subject of an action in the King's Courts, and the Government is entitled, by the Law Officer, to intervene. That is, generally speaking, the first point which makes the case one of public interest.

There is also a very important extension of the doctrine of market overt in the judgment of the learned judge. My Lords, my learned friend Sir Henry Berkeley, when Attorney-General, appeared in the case of the junk "Tung On Tai" against an American Government vessel, tried before your Lordships. In that case he appeared filing an information on behalf of the King, also for the Government of the United States of America and the defendant in the action.

The Chief Justice—Do you say the Government cannot be guilty of the offence of maintenance?

The Attorney-General—I am not going to say that. The Government is in the position of the King, and can do no wrong.

The Chief Justice—We have indicated our opinion during the argument, and I don't think it is necessary to do anything more. With regard to the question as to whether the Court can take judicial cognizance of the point, we are quite satisfied that it can. I should have gone further and said it was a question of public order. It is the duty of the Court to see that its organization is properly observed, and all we can say is that we don't think the Attorney-General can have stood in this case, and there can be no order on the motion.

The Attorney-General—Having regard to your Lordships' decision, the Governor will authorize the Government to instruct Counsel to appear in the matter.

The Chief Justice—I don't know that the Crown Solicitor can act. If the Attorney-General cannot, the Crown Solicitor cannot.

Sir Henry Berkeley—I am instructed by Messrs. Denys and Bowley to appear on this appeal on behalf of the appellant, and have just been instructed. I would ask your Lordships to adjourn the appeal until the next day you sit, in order that I may prepare my argument to address to your Lordships. The Crown Solicitor has withdrawn from the case and now I am instructed by Messrs. Denys and Bowley, who are employed by the Government to take up this matter.

The Chief Justice—I think the time has gone by.

Sir Henry Berkeley—You offered the appealant time in order that you might settle the question whether the Attorney-General could appear for him. If it was decided on the previous day that he was not to appear, there would have been time for another counsel to have taken up the case.

The Puisne Judge—Do you say that Mr. Bowley is instructed by the Government?

Sir Henry Berkeley—Mr. Bowley, as Crown Solicitor, has withdrawn.

The Puisne Judge—You said he was instructed by the Crown.

Sir Henry Berkeley—There is no doubt about your power to extend the time if you please to do so. Messrs. Denys and Bowley appear for this man, and I am instructed by them. When the appeal comes on later, I will then inform your Lordships who it is that is paying the expenses. If it appears that the Crown is paying, and you think they ought not, you can act.

The Chief Justice—That must be according to our rule.

Sir Henry Berkeley—It seems to me that the question of expenses has nothing to do with the Court.

The Chief Justice—It is a question of law Is this place a market overt?

The Attorney-General—It is a question of law arising out of important facts.

The Chief Justice—The proposition you put forward just now was that the Government might intervene on behalf of a foreign subject; would you exclude that right on behalf of a British subject?

The Attorney-General—No, my Lord, but it makes the position a more important one.

The Chief Justice—I would introduce grave difficulty and prejudice to the public if the Government might arbitrarily take up any case in which private parties are concerned. It would be an interference with the administration of justice which, I think, is certainly a question of public order.

The Attorney-General—If I may say so, and I think it's right to mention it, it would be my last desire to prevent any of my learned friends appearing in this Court.

Sir Henry Berkeley—I would ask your Lordships to extend the time, and if objection is taken, I will meet it, if I can.

The Chief Justice—We'll take it as the application made the other day. Your application will be for leave to appeal. The case is remanded till Monday.

The Chief Justice—It is a common practice among a public officer, but there is a practice where the Attorney-General takes proceedings on behalf of the public, not on behalf of an individual.

The Attorney-General—I should like to be permitted to say, regarding the profession, that the appeal is tantamount to an appeal in *forma pauperis*. I am merely saying this in order that my learned friends at the bar may understand my position in this matter. The Crown Solicitor represented the case in the summary court, and as there were no fees in any event for the Counsel on the appeal, the Government instructed the Attorney-General to appear. If the case was not taken up by the Government, the litigant would not be capable of instructing Counsel to appear.

The Chief Justice—Do you say the Government cannot be guilty of the offence of maintenance?

The Attorney-General—I am not going to say that. The Government is in the position of the King, and can do no wrong.

The Chief Justice—We have indicated our opinion during the argument, and I don't think it is necessary to do anything more. With regard to the question as to whether the Court can take judicial cognizance of the point, we are quite satisfied that it can. I should have gone further and said it was a question of public order.

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REVIEW.

The Wild and Cultivated Cotton Plants of the World, by SIR GEORGE WATT, C.I.E., M.B., O.M., L.L.D. (Abd. and Glasg.), F.L.S., etc., etc. London: Longmans, Green and Co., 30s. net.

This is an excellently got up work of over 400 pages containing the results of great study and research. In addition it contains 52 plates of illustrations of species and varieties of cotton and one of pollen grains. The illustrations are of four kinds (a) reproduction by the 3-colour process of photography; (b) photographs of herbarium specimens; (c) original drawings made from dried specimens; (d) micro-photographs of pollen grains. The book is divided into a preface, introduction, four chapters and three appendices.

In the preface the author states that the work contains the results of Field Studies of perhaps 20 years linked up with a re-examination of the collections of *Gossypium* preserved in some of the principal herbaria of the world.

There is no one, we suppose, more qualified to express an opinion on the different varieties of cotton than the author who had unusual opportunities, as reporter on economic products to the Government of India, to examine the question from every point of view.

In the introduction the scope of the present work is laid down as follows:—"This account of the wild and cultivated cotton plants of the world is one American with one

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F. H. MAY,

Colonial Secretary.

Hongkong, 10th December, 1907. 1953

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THE CHINA OVERLAND TRADE REPORT,

Subscription paid in advance, \$12 per annum.

Postage \$2 to any part of the World.

On the day of the Yearly
Approximate Average for 33 Years

From 1874 to 1906.

Price: \$2 Cash. On sale at the "DAILY
PRESS" Office, or Local Booksellers.

Hongkong, 4th December, 1907. 1924

THE HONGKONG DAILY PRESS.

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NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"ARRATOON APCAR." having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge of the Vessel will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after NOON of the 12th inst., will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE are requested to take IMMEDIATE delivery of their Goods from alongside; such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASOON & CO., LTD.
Agents,
Hongkong, 10th December, 1907. 1932

NOTICE TO CONSIGNEES.

THE H. A. L. Steamship

"VANDALIA,"

From NEW YORK

Captain Vaseal, having arrived from the above port, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th inst. at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office,
Hongkong, 7th December, 1907. 1943

NOTICE TO CONSIGNEES.

THE H.A.L. Steamship

"DORTMUND."

Captain Malchin, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th inst. at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office,
Hongkong, 9th December, 1907. 1945

NAVIGATION GENERALE ITALIANA

(Florio and Rabatini United Companies).

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE

THE Steamship

"LEVANZO,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All Claims must be sent to the Office of the Undersigned before NOON on the 16th inst., or they will not be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th inst., at 9.30 A.M.

No Fire Insurance has been effected.

CARLOWTEK'S CO.,
Agents.

Hongkong, 10th December, 1907. 4

S.S. "ARMAND BEHEK,"
COMPAGNIE DES MESSAGERIES MARITIMES

NOTICE.

CONSIGNNEES of Cargo from London ex.s.s. "Méloc" and "Garents" from St. Nazaire ex.s.s. "Ville de Rochefort" from Bordeaux ex.s.s. "Leroy Lallier" in connection with the above Steamer are hereby informed that their Goods, with the exception of Opium, Precious and Valuables, are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 6 P.M., To-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 16th inst., at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 16th inst., or they will not be recognised.

All damaged packages will be examined on MONDAY, the 16th Dec., at 3 P.M.

No Fire Insurance has been effected.

J. MILLET,
Agent.

Hongkong, 10th December, 1907. 12

NOTICE TO CONSIGNEES.

BOSTON STEAMSHIP COMPANY

NOTICE TO CONSIGNEES.

STEAMSHIP "TREMONT,"
FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LTD.
Agents.

Hongkong, 5th December, 1907. 7

SHIPPING.

ARRIVALS.

CANTON, Swedish str., 2,130'. Nordfjord, 11th Dec.—Japan via Shanghai. 7th Dec., General—Molchers & Co.
HARVING, British str., 1,367, A. E. Hodgins, 11th December—Coast Ports 10th Dec., General—Douglas Lapraik & Co.
HANTUNG, British str., 11th Dec.—Canton.
JOHNSON MARU, Japanese str., 702, H. S. Smith, 11th Dec.—Swatow 10th Dec., General—Osaka Shosen Kaisha.
KAFONG, British str., 936, Mathine, 11th Dec.—Cebu 6th Dec., General—Butterfield & Swire.
KINGING, British str., 1,223, Leach, 11th Dec.—Shanghai 8th Dec., General—Jardine, Matheson & Co.
KWANCAI, Chinese str., 1,246, Wm. H. Lum, 11th December—Shanghai 8th December, General—Chinese.
KWEILIN, British str., 1,070, Hards, 10th Dec.—Chinkiang 8th Dec., General—Butterfield & Swire.
LUCHI, German str., 720, Condr. Bolken, 14th December—from Shanghai.
MACDUFF, British str., 4,000, Tarabochia, 11th December—Trieste and Singapore 3rd Dec., General—Sander, Wieler & Co.
MC LAIR, Portuguese gunboat, 720, Pedron, 10th December—from Macao.
SIGNAL, German str., 907, Schlaikier, 11th Dec.—Hollow 9th December, General—Jensen & Co.
SZECHUAN, British str., 11th Dec.—Canton.
TSINAN, British str., 1,460, W. B. Brown, 11th December—Kobe 5th Dec., General—Butterfield & Swire.

CLEARANCES

AT THE HARBOUR MASTER'S OFFICE
11th December.
Hupch, British str., for Hollow.
Keongwa, German str., for Swatow.

DEPARTURES

10th December.
VANDALA, German str., for Shanghai.
1st December.
PORTMUND, German str., for Shanghai.
FORSIDE, British str., for New Castle.
YUKUSHI MAE, Japanese str., for Swatow.
HAKUTO MARU, Japanese str., for Sourabaya.
HITACHI MARU, Japanese str., for Singapore.
J. DIEDERICHSEN, German str., for Hollow.
KUOKIANG, British str., for Canton.
KWANTUNG, Chinese str., for Canton.
PHUEN, French str., for Hongay.
SILESIA, German str., for Amy.
WENCHOW, British str., for Amy.

SHIPPING REPORTS.

The British str. Kivilla reports: Strong N.E. monsoon, clear weather.
The British str. Ku fongy reports: Fresh monsoon, fine cloudy weather, moderate sea.
The Chinese str. Kwangtung reports: Fresh N.E. monsoon and following sea to Breaker Port, then light and fine weather.

VESSELS IN DOCK.

December 11th.

ABERDEEN DOCKS.—
KOWLOON DOCKS—Neil Melde, Germania,
Empress of China, Woolwich, H.M.S. Alacrity,
Tartan, Glenor, Brig. er.
COSMOPOLITAN DOCKS—Drusif.

VESSELS ON THE BERTH

NAVIGAZIONE GENERALE ITALIANA.
Florio and Rubattino United Companies.

STEAM FOR BOMBAY, VIA SINGAPORE AND PENANG.

Having connection with Company's Mai. Steamers to ADEN, SUEZ, PORT SAID, MISSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITE. RANEAN, ADEPTIC, LEVANTINE and SOUTH AMERICAN POETS up to CALLAO. Taking cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"LEVANZO," Captain Edsito, will be despatched as above TO-DAY, the 12th Dec., at Noon.

At Bombay the Steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to CARLOWITZ & CO., Agents.

Hongkong, 30th November, 1907.

AUSTRALIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE
THE Company's Steamship
"NIPPON," Capt. Tarabochia, will leave for the above ports on SATURDAY, the 14th inst.

For Freight or Passage, apply to Sander, Wieler & Co., Agents.

Prince's Building, Hongkong, 5th December, 1907.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT). Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID, Taking cargo at through rates to the BRAZIL, PERNAMBUCO GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADEPTIC POETS.

THE Company's Steamship

"E. FR. FERDINAND," Capt. C. Matevich, will be despatched as above on or about the 26th December.

This steamer has capital accommodation for passengers, electric light and carries a doctor and stewardess.

For information as to Passage and Freight apply to SANDER, WIELER & CO., Agents.

Prince's Building, Hongkong, 30th November, 1907.

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION	STEAMERS	TO SAIL
SINGAPORE, PENANG & CALCUTTA "KUMSANG"	Thursday, 12th Dec., 8 P.M.	
SHANGHAI "HANGSANG"	Friday, 13th Dec., 4 P.M.	
MANILA "YUENSANG"	Friday, 13th Dec., 4 P.M.	
SHANGHAI "WASHING"	Friday, 13th Dec., 4 P.M.	
SINGAPORE, SAMARANG and SOURLABAYA "ONSANG"	Saturday, 14th Dec., 3 P.M.	
MANILA "LOONGSANG"	Friday, 20th Dec., 4 P.M.	

REDUCED FARES TO STRAITS AND CALCUTTA.

Hongkong to Singapore 1st Class, Single \$ 65. Return \$100

Penang 65. Calcutta 100.

165. 250.

* These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

+ Taking cargo on Through Bills of Lading to Chefoo, Tientsin via Chinghau and Yangtze Ports.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., General Managers.

Hongkong, 12th December, 1907.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION STEAMERS DATE OF SAILING

MARSEILLE, HAVRE, GOTHENBURG and COPENHAGEN "CANTON" On 12th December.

SHANGHAI, YOKOHAMA and KOBE "SIAM" On 16th December.

SHANGHAI and VLADIVOSTOK "ST. LUCIA" On 26th December.

MELCHERS & CO. AGENTS.

Hongkong, 11th December, 1907.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

NOTICES.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAICHING."

Capt. A. E. Hodgins, will be despatched for the above Ports TO-MORROW, the 13th inst., at 10 A.M.

For Freight or Passage, apply to

DOUGLAS, LAPRAIK & CO., General Managers.

Hongkong, 10th December, 1907. 1905

FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship

"ARRATON APCAR."

Captain A. Stewart, will be despatched for the above Ports TO-MORROW, the 13th inst., at NOON.

This Steamer has superior accommodation for passengers and is fitted throughout with Electric Light and carries a duly certified Doctor.

For Freight or Passage, apply to

DAVID SASSOON & CO., LTD., Agents.

Hongkong, 5th December, 1907. 1902

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-

TRALIA, INDIA, ADEN, EGYPT,

MEDITERRANEAN PORTS,

PLYMOUTH AND LONDON,

THROUGH BILLS OF LADING ISSUED FOR

BATAVIA, PERSIAN GULF, CONTINENTAL

AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"MALTA."

Captain R. A. Peters, carrying His

Majesty's Mail, will be despatched from

this for Bombay &c. on SATURDAY,

the 14th December at NOON, taking

passengers and cargo for the above ports

in connection with the Company's

"MOLDAVIA," 9,500 tons, from Colombo,

passenger's accommodation in which vessel

is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and

Tea for London (under arrangement) will be

transhipped at Colombo into the mail steamer

proceeding direct to Marseilles and London,

other cargo for London, &c. will be conveyed

from Bombay by the R.M.S. "PESSIA"

due in London on 25th January, 1908.

Parcels will be received at this Office until

4 P.M. the day before sailing. The contents

and value of all packages are required.

For further particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 1st December, 1907.

For NEW YORK VIA PORTS AND SUEZ CANAL.

(With liberty to call at the Malabar Coast).

THE Steamship

"SCHUYLKILL."

Captain Anderson, will be despatched as

above on or about the 14th December.

For Freight, &c., apply to

STANDARD OIL CO. OF NEW YORK,

Oriental Freight Department,

(Hotel Mansions),

Hongkong, 2nd December, 1907. 1901

DAMPFSCHIFFS-RHEDEREE UNION" ACTION-GESELLSCHAFT.

FOR NEW YORK.

(With Liberty to Call at the Malabar Coast.)

THE Steamship

"ALBENGIA."

Captain Petersen, will be despatched for the

above Port on or about SATURDAY, the 21st

December, 1907.

For Freight, apply to

CARLOWITZ & CO., Agents.

Hongkong, 26th November, 1907. 1902

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,

SINGAPORE, RATTANIA, COLOMBO, AUS-

TRALIA, ADEN, EGYPT,

MARSEILLE, LONDON, HAVRE, BORDEAUX,

MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship

"TOURANE."

Captain Lancelin, will be despatched for

MARSEILLE, on TUESDAY, the 24th

December, at 1 P.M.

Passage tickets and through Bills of Lading

issued for above ports and for Australia with

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**PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.**

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI	DELHI	About 13th Dec.	Freight and Passage.
LONDON via USUAL PORTS	MALTA	Noon, 14th Dec.	See Special Advertisement.
LONDON and ANTWERP via SINGAPORE	SYRIA	About 18th Dec.	Freight and Passage.
PEANAG, COLOMBO, PORT SAID and MARSAILLES	Capt. D. C. GREGOR, E.N.Z.	Dec.	Passage.
SHANGHAI, MOJI, KOBE, SUNDAY and YOKOHAMA	Capt. G. M. Montford, E.N.Z.	About 22nd Dec.	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 11th December, 1907.

**CHINA NAVIGATION CO.,
LIMITED.**

FOR	STEAMERS	TO SAIL
SWATOW and SHANGHAI	"HAIYANG"	On 12th Dec., NOON.
TSINGTAO, WEIHAIWEI and CHEFOO	"KASHING"	On 12th Dec., 4 P.M.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, HOBART, LAUNCESTON, NEW ZEALAND, MELBOURNE, ADELAIDE, and PEETH	"TSINAN"	On 13th Dec., 4 P.M.
CEBU and ILOILO	"KAIFONG"	On 13th Dec., 4 P.M.
SWATOW and SHANGHAI	"KUINKANG"	On 14th Dec., 4 P.M.
MANILA	"TEAN"	On 17th Dec., 4 P.M.
SHANGHAI	"SHAOHSING"	On 21st Dec., 4 P.M.
MANILA	"TAMING"	On 24th Dec., 4 P.M.
SHANGHAI	"YOCHOW"	On 27th Dec., 4 P.M.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

1 Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

2 Taking Cargo and Passengers at through rates to all New Zealand Ports and other Australian Ports.

REDUARD SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to BUTTERFIELD & SWIRE,

Hongkong, 12th December, 1907.

Agents

11

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR THE CO. S.S. LEAVING.

* TAMSUI VIA SWATOW "JOSHIN MARU" SUNDAY, 15th Dec., AND AMOY Capt. H. S. SMITH at 9 A.M.

* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Apartments. Unrivalled Table.

+ Taking Cargo on through B/Ls of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, a/further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Buildings.

Hongkong, 12th December, 1907.

T. ARIMA, Manager. 14

**NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINES.**

FOR	STEAMERS	TO SAIL
KUDAT and SANDAKAN	"BORNEO". Capt. F. SEMBILL	Middle of December.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"PRINZ REGENT LUFTPOLD". Capt. H. KIRCHNER	Wedday, 18th Dec., at Noon.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA	"PRINZ EITEL FRIEDRICH". Capt. E. MALCHOW	About Wedday, 18th December.
FOR EUROPE—VIA PORTS OF CALL	"SACHSEN". Capt. WOLFGANG	About Wedday, 25th December.
MANILA, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"MANILA". Capt. MINSEN	Thursday, 2nd Jan., at 5 P.M.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 7th December, 1907.

5

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 DAYS ACROSS THE PACIFIC IS THE "EMPERESS LINE." Saving 5 to 10 days' Ocean Travel.

11 DAYS YOKOHAMA to VANCOUVER.

18 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPERESS OF CHINA"	6,000	THURSDAY, 19th Dec.	6th Jan.
"EMPERESS OF INDIA"	6,000	THURSDAY, 16th Jan.	3rd Feb.
"MONTEAGLE"	6,163	WEDNESDAY, 29th Jan.	22nd Feb.
"EMPERESS OF JAPAN"	6,000	THURSDAY, 13th Feb.	2nd March
"EMPERESS OF CHINA"	6,000	THURSDAY, 12th March.	30th March
"EMPERESS OF INDIA"	6,000	THURSDAY, 9th April.	27th April

"EMPERESS" Steamers will depart from HONGKONG at 4 P.M.

Intermediate Steamers at 12 NOON.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA of JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALatial "EMPERESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA and 29 days from HONGKONG.

Hongkong to London, 1st Class via St. Lawrence River Lines or New York £7.10

Intermediate on Steamers 240 " 242 "

First Class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

R.M.S. "MONTEAGLE" carries Intermediate passengers only, at Intermediate rates, affording superior accommodation for that class.

Passenger Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CEADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya opposite Blake Pier.

PASSENGER SEASON 1908.

IN 25 DAYS TO ITALY

BY THE

MAGNIFICENT N.D.L. LINERS:

TONS REG.

"BUELOW" 8,000 ON MARCH 11th.

Capt. FORMES.

"PRINZ LUDWIG" 9,630 ON MARCH 25th.

Capt. von BINZER.

"PRINZESS ALICE" 10,911 ON APRIL 8th.

Capt. POLACK.

CALLING AT NAPLES; GENOA; GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

Early booking recommended.

For Particulars, apply to

MELCHERS & CO.,
General Agents. 1365

Hongkong, 19th August, 1907.

ESTABLISHED 1841.

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, ETC.
TICKETS ISSUED TO ALL PARTS OF THE WORLD.

BAGGAGE COLLECTED, SHIPPED and FORWARDED at LOWEST RATES.

FOREIGN MONEY EXCHANGED.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED.

Fall information on Application. Japan Office: 14, WATER STREET YOKOHAMA.

Head Office for the Far East: 16, DES VIEUX ROAD, HONGKONG.

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POST OFFICE NOTICE

The time of posting ordinary letters with an extra fee of 10 cents intended to be despatched by the English and French Mails to Europe has now been extended till noon.

The *Delhi*, with the English mail of the 15th ult., left Singapore on Saturday, the 1st instant, at 8 a.m., and may be expected here to-day. This packet brings replies to letters despatched from Hongkong on the 15th Oct. and the parcel mails closed in London for despatch by the all sea route on the 6th November and for despatch overland on the 13th November.

The *Mongolia*, with the American mail, is due to arrive in Hongkong to-morrow, at 7 a.m.

FOR	PER	DATE
Swatow, Singapore and Bangkok		
Hainan		Thursday, 12th, 9.00 A.M.
Signal		Thursday, 12th, 11.00 A.M.
Hangchow		Thursday, 12th, 11.00 A.M.
Leyte		Thursday, 12th, 11.00 A.M.
Singapore		Thursday, 12th, 11.00 A.M.
Macao		Thursday, 12th, 11.00 A.M.
Singapore, Penang and Calcutta		Thursday, 12th, 11.00 A.M.
Tsingtao, Weihaiwei and Chefoo		Thursday, 12th, 11.00 A.M.
Swatow, Amoy and Fuchow		Thursday, 12th, 11.00 A.M.
Shanghai, Yokohama, Kobe and Moji		Thursday, 12th, 11.00 A.M.
Macao		Friday, 13th, 9.00 A.M.
Shanghai		Friday, 13th, 11.00 A.M.
Shanghai		Friday, 13th, 11.15 A.M.
Waikung		Friday, 13th, 3.00 P.M.
Hongsong		Friday, 13th, 3.00 P.M.
Kaisong		Friday, 13th, 3.00 P.M.
Xuansong		Friday, 13th, 3.00 P.M.
Tsinan		Friday, 13th, 3.00 P.M.

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents)

EUROPE &c, India via Tuticorin
(Late Letters 11.00 A.M. to noon Extra Postage 10 cents)
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents)
Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.
The Parcel mail will be closed on Friday, the 13th instant, at 5 p.m.)

Manila, Zemboanga, Port Darwin, Thursday Island, Rocktown, Cairns, Townsville, Pristine, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth

Malta

Zafiro

Sui Tai

Onsang

Kuklong

Borneo

Tean

Wednesday 13th.

Printed Matter and Samples

Registration, 9.00 A.M.

(Registration, with late fee of 10 cents, up to 9.30 A.M.)

Registration, Kowloon B.O.

9.00 A.M.

No late fee.

Letters, 10.00 A.M.

Saturday, 14th.

Printed Matter and Samples

Registration, 10.00 A.M.

(Registration, with late fee of 10 cents, up to 10.45 A.M.)

Registration, Kowloon B.O.

10.00 A.M.

No late fee.

Letters, 11.00 A.M.

Thursday, 15th.

Printed Matter and Samples

Registration, 10.00 A.M.

(Registration, with late fee of 10 cents, up to 10.45 A.M.)

Registration, Kowloon B.O.

10.00 A.M.

No late fee.

Letters, 11.00 A.M.

Thursday, 16th.

Printed Matter and Samples

Registration, 10.00 A.M.

(Registration, with late fee of 10 cents, up to 10.45 A.M.)

Registration, Kowloon B.O.

10.00 A.M.

No late fee.

Letters, 11.00 A.M.

Thursday, 17th.

Printed Matter and Samples

Registration, 10.00 A.M.

(Registration, with late fee of 10 cents, up to 10.45 A.M.)

Registration, Kowloon B.O.

10.00 A.M.

No late fee.

Letters, 11.00 A.M.

Thursday, 18th.

Printed Matter and Samples

Registration, 10.00 A.M.

(Registration, with late fee of 10 cents, up to 10.45 A.M.)

Registration, Kowloon B.O.

10.00 A.M.

No late fee.

Letters, 11.00 A.M.

Thursday, 19th.

Printed Matter and Samples

Registration, 10.00 A.M.

(Registration, with late fee of 10 cents, up to 10.45 A.M.)

Registration, Kowloon B.O.

10.00 A.M.

No late fee.

Letters, 11.00 A.M.

Thursday, 20th.

Printed Matter and Samples

Registration, 10.00 A.M.

(Registration, with late fee of 10 cents, up to 10.45 A.M.)

Registration, Kowloon B.O.

10.00 A.M.

No late fee.

Letters, 11.00 A.M.

Thursday, 21st.

Printed Matter and Samples

Registration, 10.00 A.M.

(Registration, with late fee of 10 cents, up to 10.45 A.M.)

Registration, Kowloon B.O.

10.00 A.M.

No late fee.

Letters, 11.00 A.M.

Thursday, 22nd.

Printed Matter and Samples

Registration, 10.00 A.M.

(Registration, with late fee of 10 cents, up to 10.45 A.M.)

Registration, Kowloon B.O.

10.00 A.M.

No late fee.

Letters, 11.00 A.M.

Thursday, 23rd.

Printed Matter and Samples

Registration, 10.00 A.M.

(Registration, with late fee of 10 cents, up to 10.45 A.M.)

Registration, Kowloon B.O.

10.00 A.M.

No late fee.

Letters, 11.00 A.M.

Thursday, 24th.

Printed Matter and Samples

Registration, 10.00 A.M.

(Registration, with late fee of 10 cents, up to 10.45 A.M.)

Registration, Kowloon B.O.

10.00 A.M.

No late fee.

Letters, 11.00 A.M.

Thursday, 25th.

Printed Matter and Samples

Registration, 10.00 A.M.

(Registration, with late fee of 10 cents, up to 10.45 A.M.)

Registration, Kowloon B.O.

10.00 A.M.

No late fee.

Letters, 11.00 A.M.

Thursday, 26th.

Printed Matter and Samples

Registration, 10.00 A.M.

(Registration, with late fee of 10 cents, up to 10.45 A.M.)

Registration, Kowloon B.O.

10.00 A.M.

No late fee.

Letters, 11.00 A.M.

Thursday, 27th.

Printed Matter and Samples

Registration, 10.00 A.M.

(Registration, with late fee of 10 cents, up to 10.45 A.M.)

Registration, Kowloon B.O.

10.00 A.M.

No late fee.

Letters, 11.00 A.M.

Thursday, 28th.

Printed Matter and Samples

Registration, 10.00 A.M.

(Registration, with late fee of 10 cents, up to 10.45 A.M.)

Registration, Kowloon B.O.

10.00 A.M.

No late fee.

Letters, 11.00 A.M.

Thursday, 29th.

Printed Matter and Samples

Registration, 10.00 A.M.

(Registration, with late fee of 10 cents, up to 10.45 A.M.)

Registration, Kowloon B.O.

10.00 A.M.

No late fee.

Letters, 11.00 A.M.

Thursday, 3